

# CAMAS PRAIRIE RAILROAD CO.

## Employes' Time Table

Effective August 3rd, 1913

12:01 A. M. "Pacific Time"

**IMPORTANT**—Special attention is called to rules 731 to 737, inclusive, regarding operation on mountain grades between Reuben and Sweetwater. All trains will move between Joseph and North Lapwai under telephone block — Westward trains will secure block over telephone from agent North Lapwai and Eastward trains will surrender block to agent North Lapwai. Mountain grade extends between Reuben and Sweetwater. Details are located as follows: Clark Junction, Reuben, Culbuck, Rumbly and Sweetwater. Except when in use, details must be left open. When sand is blowing engines will run with great care and will stop on flag to pick up. Trains 5, 6, 7 and 8 will stop on flag to pick up. In the operation of the Camas Prairie Railroad employees will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway Co. They will also provide themselves with copy of rules and current time table of the Washington Division of the Oregon-Washington Railroad & Navigation Co. and be governed by same in the use of the same. For the Government and Information of Employes only, and not intended for the use of the public.

FIRST SUB-DIVISION		TONNAGE RATING OF FREIGHT ENGINES										COMMERCIAL SPURS		AUTHORIZED SURGEONS:			
Class	Capacity	Class 1 (2-3-4-F)		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	Dr. J. B. Morris, Chief Surgeon, Lewiston, Ida.	Dr. G. S. Stockton, Dist. Surgeon, Grangeville, Ida.
700	640	480	480	480	480	480	480	480	480	480	480	480	480	480	480		
800	720	560	560	560	560	560	560	560	560	560	560	560	560	560	560		
900	800	640	640	640	640	640	640	640	640	640	640	640	640	640	640		
1000	880	720	720	720	720	720	720	720	720	720	720	720	720	720	720		
1100	960	800	800	800	800	800	800	800	800	800	800	800	800	800	800		
1200	1040	880	880	880	880	880	880	880	880	880	880	880	880	880	880		
1300	1120	960	960	960	960	960	960	960	960	960	960	960	960	960	960		
1400	1200	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040	1040		
1500	1280	1120	1120	1120	1120	1120	1120	1120	1120	1120	1120	1120	1120	1120	1120		
1600	1360	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200	1200		
1700	1440	1280	1280	1280	1280	1280	1280	1280	1280	1280	1280	1280	1280	1280	1280		
1800	1520	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360	1360		
1900	1600	1440	1440	1440	1440	1440	1440	1440	1440	1440	1440	1440	1440	1440	1440		
2000	1680	1520	1520	1520	1520	1520	1520	1520	1520	1520	1520	1520	1520	1520	1520		
2100	1760	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600		
2200	1840	1680	1680	1680	1680	1680	1680	1680	1680	1680	1680	1680	1680	1680	1680		
2300	1920	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760	1760		
2400	2000	1840	1840	1840	1840	1840	1840	1840	1840	1840	1840	1840	1840	1840	1840		
2500	2080	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920	1920		
2600	2160	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000		
2700	2240	2080	2080	2080	2080	2080	2080	2080	2080	2080	2080	2080	2080	2080	2080		
2800	2320	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160	2160		
2900	2400	2240	2240	2240	2240	2240	2240	2240	2240	2240	2240	2240	2240	2240	2240		
3000	2480	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320	2320		

F. N. FINCH,  
Manager.



Westward							FIRST SUBDIVISION										Eastward			Westward							SECOND SUBDIVISION										Eastward		
THIRD CLASS		Second Class	FIRST CLASS				Water, Coal, Scales, Tables and Wyes.	Station Numbers.	Distance from Grangeville.	STATIONS	Distance from Lewiston.	Capacity of Side Tracks	FIRST CLASS				THIRD CLASS		Second Class	2nd CLASS		FIRST CLASS			Water, Coal, Scales, Tables and Wyes.	Station Numbers	Distance from Lewiston	STATIONS	Distance from Riparia.	Capacity of Side Tracks	FIRST CLASS		2nd CLASS						
857	855	663	233	231	243	239							232	234	240	244	856	858	664	859	5	7	6	8							860								
Freight	N. P. Freight	N. P. Freight	N. P. Passenger	N. P. Passenger	Passenger	N. P. Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	N. P. Freight	Freight	Freight	Passenger	O. W. R. & N. Passenger	Passenger	Passenger	Freight	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight										
Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily									
7.10					AM 7.00		W C Y	CP 149	0.0	Ge	GRANGEVILLE	D	76.8	60																									
7.45					s7.20			CP 142	7.0	Fa	FENN	D	69.8	35																									
8.45					s7.45			CP 133	15.6	Co	COTTONWOOD	D	61.2	50																									
9.45					s8.10		W	CP 125	24.3	Rg.	STEUNENBERG	D	52.5	20																									
10.45					s8.35			CP 117	32.2	Vo	VOLLMER	D	44.6	30																									
11.25					s8.50			W 3/4 Mi E	36.6		CRAIG JUNCTION	P	40.2																										
12.01 PM					s9.00			Y W 6.1 W	40.5	Ru	REUBENS	D	36.3	30																									
12.40					s9.55		W	CP 94	54.8	Cu	CULDESAC	D	22.0	20																									
2.00					s10.02			CP 92	56.9		JACQUES		19.9	8																									
2.10					s10.07			CP 91	58.6		BUNDY		18.2	15																									
2.20					s10.15			CP 88	61.2		SWEETWATER		15.6	20																									
2.35					s10.23			CP 86	63.4	Fi	FORT LAPWAI	D	13.4	12	N. P.	N. P.	N. P.	s2.48	N. P.	8.20	N. P.																		
2.43	N. P.	N. P.	N. P.	N. P.	s10.33	AM 8.48	Y	CP 83	66.5		JOSEPH	P	10.3	No Sdg.	AM 8.23	AM 1.03	AM 1.47	s2.40	AM 11.40	8.10	PM 6.30																		
3.08	AM 10.40	AM 6.35	PM 9.38	PM 2.10	AM 10.33	AM 8.48		CP 82	67.4	Ni	NORTH LAPWAI	D	9.4	50	s8.20	s1.00	s1.44	s2.35	AM 11.35	8.00	6.25																		
3.15	AM 10.45	AM 6.45	s9.43	s2.15	s10.38	s8.53		CP 76	73.3		GURNEY		3.5	2	f	f	f	s2.20	AM 11.35	8.00	6.25																		
4.00	PM 7.15	AM 7.15	s10.10	s2.50	s11.00	s9.15		CP 72	76.8	De Wn	LEWISTON	DN	0.0	180	s8.00	s12.40	s1.25	s2.00	7.20	6.00																			
Ex. Mon.	Ex. Mon.	Daily	Daily	Daily	Daily	Daily									Daily	Daily	Daily	Daily	Ex. Mon.	Ex. Mon.	Daily																		
8.50	.05	.40	.32	.40	4.00	.27									.23	.23	.22	4.45	.05	8.00	.30																		
8.7	12.0	15.0	19.3	15.4	19.2	22.8									26.8	26.9	28.0	16.1	12.0	9.5	20.4																		
										Time Over District										Average Speed Per Hour																			

Eastward Trains are superior to Trains of the same class in the opposite direction.

In the operation of the Camas Prairie Railroad employees will be governed by the Operating Department Rules and Regulations of the Northern Pacific Railway. Employees must provide themselves with a copy of the Book of Rules and Regulations of the Operating Department of the Northern Pacific Railway Co. They will also provide themselves with copy of rules and current time table of the Washington Division of the Oregon-Washington Railroad & Navigation Co. and be governed by same in the use of terminals at Riparia.

Trains 5, 6, 7 and 8 will stop on flag to pick up or let off passengers about one mile east of Central Ferry where ferry crosses the river.

When sand is blowing engineers will run with great care and under control where they cannot see track is clear.

Mountain grade extends between Reubens and Sweetwater. Derails are located as follows: Craig Junction, Reubens, Culdesac, Bundy and Sweetwater. Except when in use, derails must be left open.

All trains will move between Joseph and North Lapwai under telephone block — Westward trains will secure block over telephone from agent North Lapwai and Eastward trains will surrender block to agent North Lapwai by telephone from Joseph. If impossible to raise North Lapwai block may be secured from or surrendered to Dispatcher at Lewiston. Train 244 will take siding at North Lapwai for Train 231.

**IMPORTANT**—Special attention is called to rules 731 to 737, inclusive, regarding operation on mountain grades between Reubens and Sweetwater.

TONNAGE RATING OF FREIGHT ENGINES												COMMERCIAL SPURS				AUTHORIZED SURGEONS:			
FIRST SUB-DIVISION												DISTANCE FROM LEWISTON				DR. J. B. MORRIS, Chief Surgeon, Lewiston, Ida. DR. G. S. STOCKTON, Dist. Surgeon, Grangeville, Ida.			
ENGINES												First Sub-division				Registering Stations:			
Class S 1-2-3-4, F-1												Second Sub-division				Lewiston, Riparia. Joseph and Grangeville.			
Class A		Class B		Class F, F 4		Class E 1		Class E 2-3 D 2-3		Class B, B 1		Class C		Gwyns.....		Clicks.....		Hunts.....	
A	B	A	B	A	B	A	B	A	B	A	B	A	B	37.8 Miles		39.9 "		33.8 "	
Eastward																			
Joseph to Sweetwater.....	700	640	600	540	540	486	480	432	450	405	360	324							
Sweetwater to Culdesac.....	500	450	400	350	350	300	300	250	250	200	200	150							
Culdesac to Reubens.....	250	200	200	150	150	130	125	100	100	75	75	50							
Reubens to Vollmer.....	950	900	800	750	700	650	650	600	575	525	525	475							
Westward																			
Vollmer to Reubens.....	950	900	800	750	750	700	700	650	625	575	550	500							
Reubens to Culdesac.....																			
Culdesac to Sweetwater.....																			
Sweetwater to Joseph.....																			